

THE 300 CLASS



Behind the three-pointed star crowning every Mercedes-Benz is the unending effort to build the best automobiles in the world. That effort began when Gottlieb Daimler and Karl Benz introduced the world's very first automobiles over a century ago, and it continues to the present. These are vehicles built to high standards of quality, durability, comfort and roadworthiness by the company that for decades has been a world leader in automotive technology. The Mercedes-Benz 300 Class is an integral part of that unbroken tradition. A tradition of the three-pointed star, affixed proudly to automobiles that strive to be the best in the world.



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THE 300 CLASS**SEDANS**

300D 2.5 Turbo*

300E 2.8

300E

300E 4MATIC™

400E

SPORT SEDAN

500E

STATION WAGONS

300TE

300TE 4MATIC™

COUPE

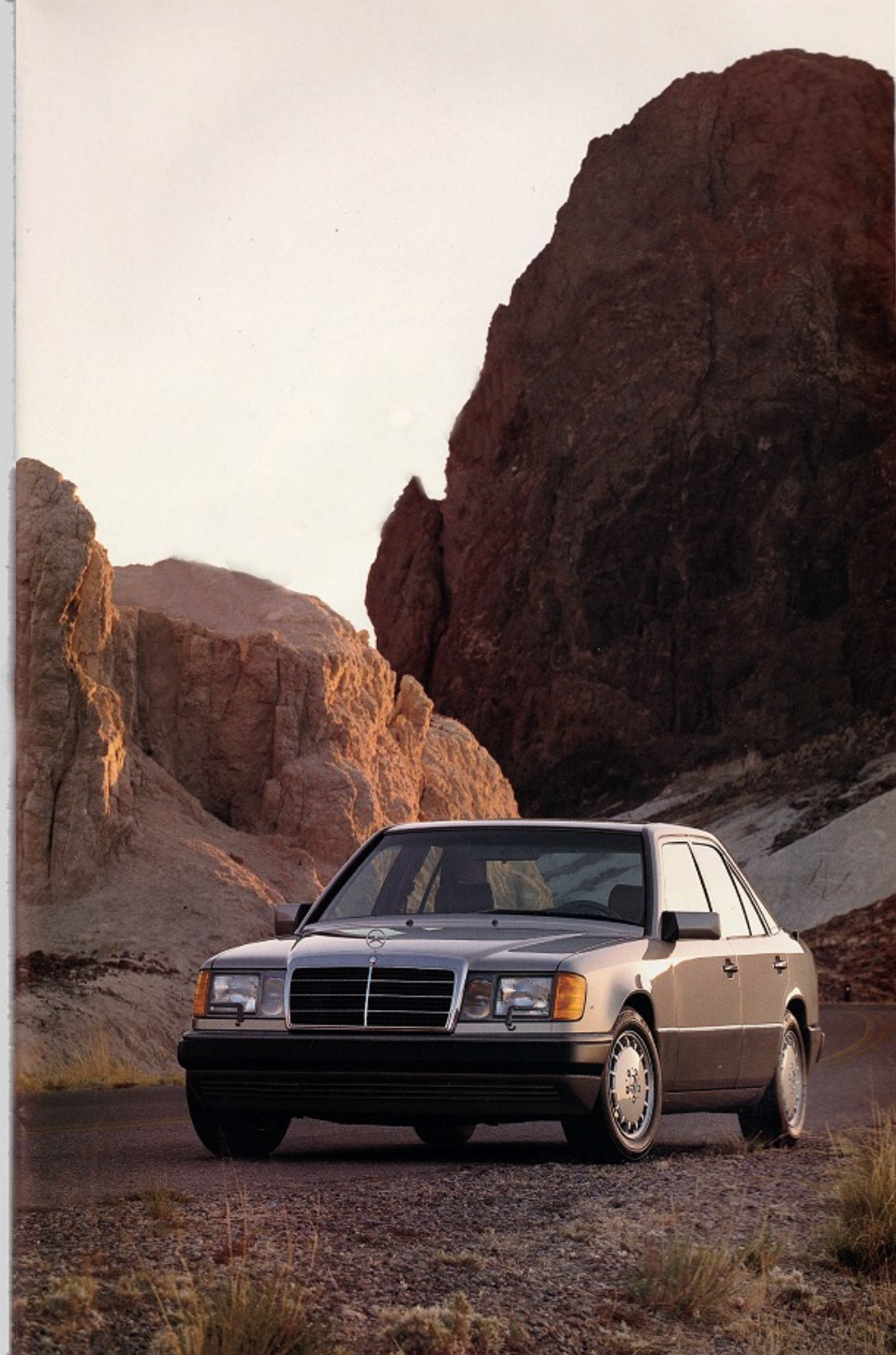
300CE

While the Mercedes-Benz 300 Class automobiles offer a variety of powerplants and features, each model includes all the traditional values of a Mercedes-Benz. Found within the 300 Class lineup is a wide range of models designed to satisfy a broad range of individual tastes and preferences, each with the comfort, quality, technology, sophistication and safety features of a classic Mercedes-Benz. That means a vehicle built with the experience of more than four decades of world leadership in safety research and engineering. At Mercedes-Benz, technological advances work toward improving the car's ability to get its passengers to their destinations quickly in comfort and safety. A consistent record of quality and integrity over the years has made Mercedes-Benz ownership an excellent automotive investment. The level of fit, finish and attention to detail simply must be seen to be believed. Like all Mercedes-Benz automobiles, each model of the 300 Class is much more than the considerable sum of its finely crafted parts. Each is a Mercedes-Benz, from the only company whose own history parallels and encompasses the complete history of the automobile.

*Not available in California.

THE 300 CLASS SEDANS

All engineering involves countless compromises, but in the Mercedes-Benz 300 Class sedans there was no compromise in the effort to achieve excellence. Engineered to deliver exceptional comfort and safety, powered by technologically sophisticated engines, they offer spacious, refined interiors, crafted with fastidious detailing and fitted to some of the highest quality standards attainable. A 300 Class sedan is relaxing to drive and extremely comfortable to ride in. A true benefactor of the Mercedes-Benz dedication to excellence.



**A TIMELESS STYLE
BORN OF DESIGN THAT TRANSCENDS
MERE FASHION**



The rear "C" pillar provides great strength while allowing generous window area. The grille is raked back to enhance the car's aerodynamic efficiency. Bright halogen headlamps and standard foglamps provide excellent visibility; headlamp wipers and washers are optional on the 300D 2.5 Turbo and 300E 2.8, standard on all other 300 Class models.

As sculptors chisel marble, so do Mercedes-Benz designers form metal into elegant shapes. Mercedes-Benz automobiles possess a timelessness, and that characteristic particularly describes the 300 Class Sedans. There's a subtle elegance of line, efficient space for the passengers, large windows for outstanding visibility, all wrapped in a finely sculpted shape. Windshield pillars work to channel rainwater away from the side windows for clear visibility.

A low aerodynamic drag coefficient of just 0.31 for the sedan enhances fuel efficiency and reduces wind noise for a quieter ride. Body seams are finished with painstaking care, and detailing is meticulous. The paint finish is smooth and lustrous. "These cars have to express a certain feeling," said a Mercedes-Benz designer. That feeling is unmistakably Mercedes-Benz.

The clean design of the 300 Class sedans allows air to flow smoothly from front to rear. The angled trunk lid opening offers a low liftover height for easy loading and access to cargo while allowing the large taillamps to remain visible even with the trunk lid open. The taillamps themselves are ingeniously ribbed to help reduce dirt buildup more effectively than a flat lens design. These thoughtful touches exemplify a thorough attention to detail.





Mercedes-Benz designers help the driver to stay informed and alert by refining virtually every detail in the car's interior. Comfortable, sturdy seats and an easily operated climate control system contribute to driving ease. The analog instruments are readable at a glance, and placed to be within the driver's line of sight. Controls are located for ease of reach, and operating functions are a textbook of logic and common sense. The leather-wrapped steering wheel mounts to a steering column which is designed to deform under impact, to help reduce the chances of injury to the driver in the event of an accident. An electrically telescoping steering column is optional in the 300D 2.5 Turbo and 300E 2.8, and standard in other 300 Class models.



**AN ENVIRONMENT OF
COMFORT, LUXURY, AND REASSURING
SAFETY ENGINEERING**

Mercedes-Benz was an innovator in the development, in consultation with orthopedic experts, of seats designed for fatigue-fighting support and comfort. Beautifully grained, hand-selected fine woods are formed and finished in the shops of Mercedes-Benz. In some critical areas, aluminum is laminated with the wood to provide extra integrity. All wood is then hand finished and polished to a mirror-like shine. Finally, finished pieces are individually selected so that all of the wood components in a single car's interior harmonize in both color and grain. It takes time and highly skilled artisans, but sometimes the only way to achieve such superb results is with the human touch.

*Leather upholstery optional on 300D 2.5 Turbo, 300E 2.8, 300TE and 300TE 4MATIC.

**Two-position seat memory is optional on 300D 2.5 Turbo and 300E 2.8.

The Mercedes-Benz 300 Class interior is formed to achieve visual and ergonomic excellence. Interior wood is hand-worked to a mirror-like finish. With its orthopedically designed seats, supportive comfort in the 300 Class is built in. On those models so equipped, the leather upholstery* is hand-fitted and of the highest quality. But in the minds of the designers, safety engineering was paramount. As you would expect of Mercedes-Benz, the recognized world leader in automotive safety research, a 300 Class interior offers extraordinary occupant protection. Dual front air bags are standard equipment. Some interior surfaces that passengers might strike in an accident are engineered to give way, to help reduce the possibility of injuries. When it comes to occupant safety features, Mercedes-Benz is an industry pioneer.



Adjustment controls are brilliantly logical for the electrically operated front seats with memory:** just move the seat-shaped control the way you want the seat to go. Front-seat shoulder-belt anchorages are height-adjustable. Front seat belt emergency tensioning retractors (ETR) automatically take up slack when activated.



THE 400E: A SUPERB MIX
OF AWESOME POWER, QUIET LUXURY AND
STUNNING AUTOMOTIVE COMPETENCE



The 400E engine's maximum speed of 6,000 rpm and horsepower peak of 275 at 5,700 rpm indicate its performance and lively response; its torque peak of a muscular 295 lb-ft at 3,900 rpm indicates its ability to pull strongly, smoothly and immediately at any speed.

Inside the 400E is spacious luxury for five, with hand-fitted leather upholstery. The wood accents within the cabin are exquisite burl walnut, carefully matched for grain and color. Look over the ergonomic instrument panel and beyond, to the three-pointed star at the front of the hood; under that hood rests a 4.2-liter aluminum-alloy 32-valve V-8 that develops smooth yet awesome performance, and features the reliability of the Control Area Network (CAN) data management system, which allows the on-board computers to communicate and interact via a single coaxial cable. Ventilated disc brakes are fitted both front and rear. The 400E can accelerate from 0-60 mph in approximately 7.1 seconds, cruise with ease, carry its passengers in comfort, deal with almost any road condition. It's an automobile of incredible overall performance.

The 400E's interior is a world of comfort highlighted by luxurious appointments and the finest materials. Conveniently located in the center console, the automatic climate control and AM and FM stereo cassette high-performance sound system can be easily operated by either the driver or the front-seat passenger. In addition, there's the added convenience of a center console containing a storage compartment which has a highly-finished burl walnut gliding cover.



**A REDEFINITION OF STUNNING
PERFORMANCE, AN ESCALATION OF
TECHNICAL REFINEMENT**

Mercedes-Benz has a very broad definition of performance. It encompasses not only acceleration, but also deceleration, steering control for accident avoidance, traction control and good passing and cornering capabilities.

When the challenge is a twisting mountain road or a stretch of freeway extending to the horizon, Mercedes-Benz standards of performance engineering help insure a relaxed, enjoyable journey for everyone aboard.

At Mercedes-Benz, performance signifies a car that responds to the driver's input, precisely, over any likely road surface. In the 300D 2.5 Turbo, a 5-cylinder turbocharged diesel accelerates with lively response, yet returns outstanding fuel mileage. The 300E 2.8 has a new, 2.8-liter DOHC 24-valve in-line 6-cylinder that mixes robust performance with good fuel economy. The 4MATIC™ all-wheel-drive models feature a 3.0-liter in-line 6-cylinder. Finally, in the 300E, 300CE and 300TE, there's a new, efficient 3.2-liter DOHC 24-valve in-line 6-cylinder with 217 horsepower and a Control Area Network (CAN) system. The V-8 engines have variable intake valve timing and the CAN system of data management. Only Mercedes-Benz offers such a range of refined powerplants, for such a varied range of driving requirements.



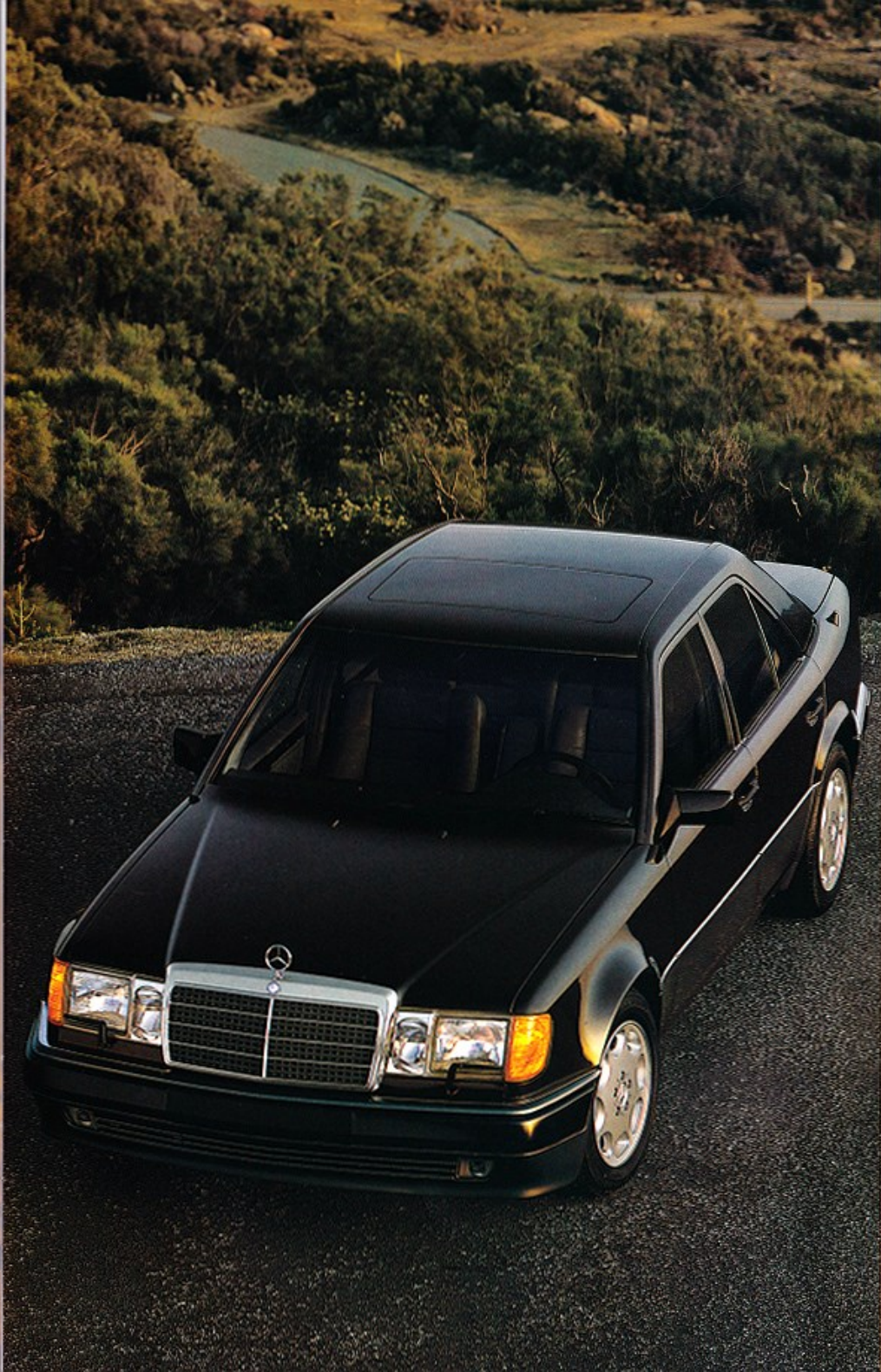
During the most challenging of driving conditions, the Mercedes-Benz 300 Class sedans can deliver their passengers securely and comfortably to their destinations. The 4MATIC™ models automatically provide additional traction when it is needed.

The 300 Class models reflect
a Mercedes-Benz tradition of
more than a century of building
some of the finest automobiles
in the world. Ownership of a
300 Class model is a memo-
rable and satisfying experience.



THE 500E SEDAN

Only rarely will you find an automobile with the capabilities of the Mercedes-Benz 500E. If you are looking for the ultimate in a high-performance sedan, the 500E is it. You don't have to look any further. In the 500E, one thing becomes perfectly clear: the 500E combines instantly recognizable Mercedes-Benz styling, superb comfort and safety engineering with adrenaline-pumping performance. In all the world, only Mercedes-Benz could have conceived and built such an example of automotive engineering and performance.





THE 500E:
AN INCREDIBLE LEVEL OF
INSPIRED PERFORMANCE

Cloaking the 500E's prodigious performance potential is unique bodywork, with extended rocker panels, a deeper front air dam, and flared fenders accommodating the wide, high-performance tires and wheels. With a performance capability that exceeds many sports cars, convenience for four passengers in a comfortable sedan interior, and all the typical Mercedes-Benz characteristics of advanced engineering, superb quality and unrivaled safety engineering, the 500E is an unforgettable driving experience.

The list of cars that can match the 500E's extraordinary all-around performance level is very, very short. The 500E is a melding of the 300 Class sedan with a breathtaking 500SL sports car. With 315 horsepower and 347 lb-ft of torque, you can accelerate from 0 to 60 mph in approximately 6.3 seconds. Its test-track top speed is electronically limited to 155 mph. But the 500E is more than a muscular engine. Automatic Slip Control (ASR) limits rear wheel spin during acceleration. Brake discs are ventilated at all four wheels, with four-piston calipers in front. Eight-inch wide alloy wheels with 225/55 ZR16 steel-belted radials nestle under flared fenders. Hydropneumatic rear-axle level control keeps the car on an even keel. Challengers beware: this is a car with impressive capabilities.

The stunning V-8 engine of the 500E offers not only exhilarating performance, but the reserve to allow the driver to deal quickly and smoothly with almost any driving situation. The CAN system of fully integrated electronics provides added reliability, and the enormously competent SL-derived suspension, along with a braking system that includes ABS and larger four-wheel ventilated disc brakes, delivers the peace of mind that can only be found in a Mercedes-Benz. With its awesome potential, the 500E is much more likely to be seen going than coming.



THE COMFORT OF AN ERGONOMICALLY
DESIGNED ENVIRONMENT PROVIDES AN
EXCLUSIVE DRIVING EXPERIENCE



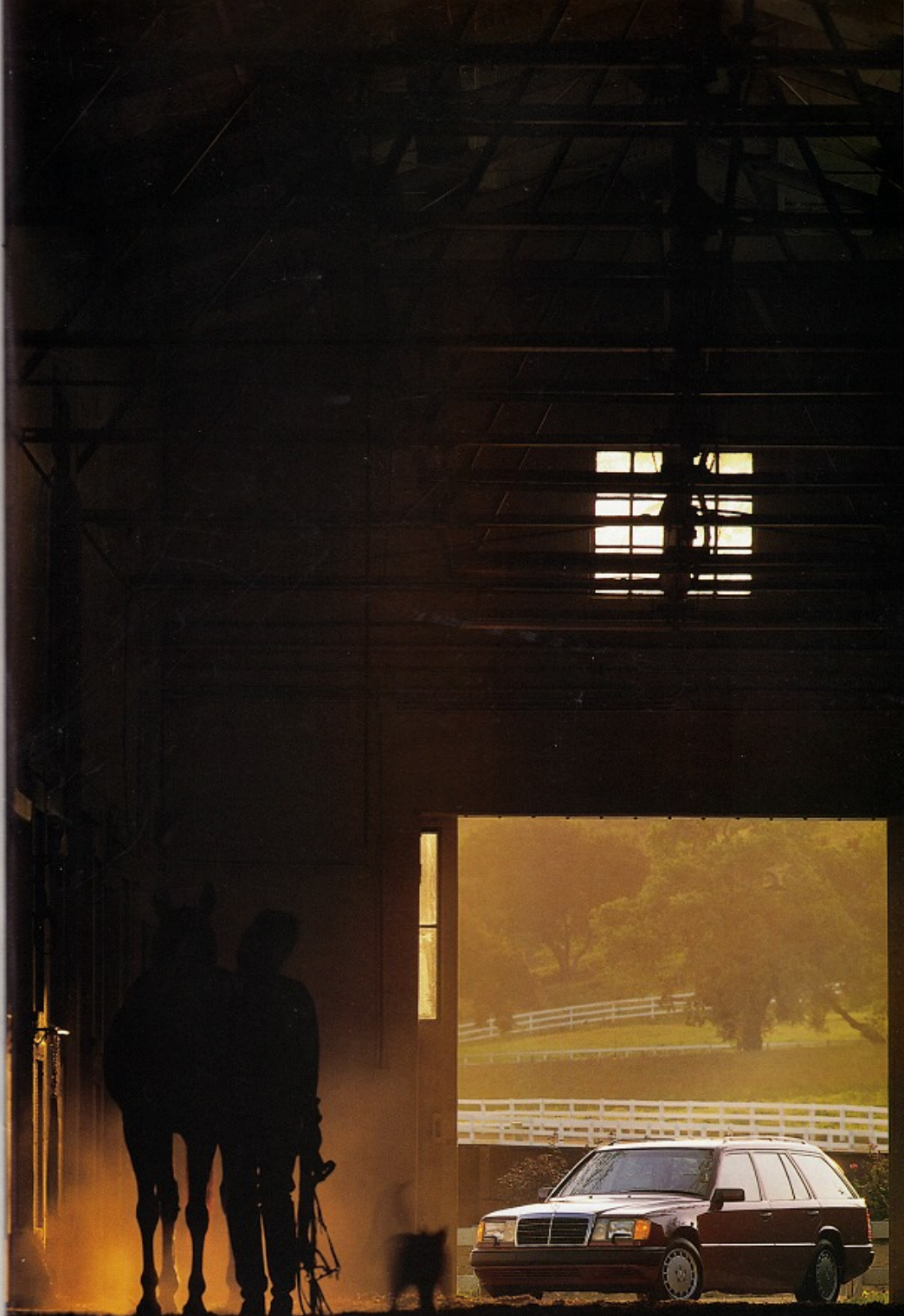
Rear seat passengers ride in true comfort. With the 500E's four-place seating, those in back have individual seats of superb contour and support. The rear area also includes reading lamps, an electrically operated rear window sunshade and a burl walnut veneer center console with a convenient storage area.

In an industry where production volume is measured in the hundreds of thousands, only a limited number of 500Es will arrive in the United States this year. The small number of fortunate owners will find themselves behind the wheel of an incredible car. The 500E's interior is configured for four passengers, each in a leather-upholstered seat designed for maximum support. The 10-way adjustable front seats are electrically heated, and wood accents are burl walnut, hand worked to a stunning finish. A CFC-free, fully-automatic climate control system and a high-performance AM and FM stereo system with autoreverse cassette help make any trip more pleasant. When *Automobile Magazine* reviewed the 500E, this was one of its comments: "...it makes you believe once again in the ability of Mercedes to make the ultimate automobile."



THE 300TE STATION WAGONS

For those requiring the cargo capacity and versatility of a station wagon, Mercedes-Benz offers the 300TE and 300TE 4MATIC[™] with fully automatic, computer-controlled all-wheel drive. Both of these elegant yet hard-working station wagons offer all the special touches, features, engineering and attention to detail you would expect only from Mercedes-Benz. Both vehicles are crafted with painstaking care to achieve impeccable levels of quality, and are designed and built to meet some of the most stringent standards of automotive safety.



This is a station wagon that only Mercedes-Benz would create. Even though the carrying capacity is generous, the external shape is unmistakably Mercedes-Benz. And the spacious interior offers wide versatility in its different seating arrangements.



THE ONLY STATION WAGONS
IN THE WORLD THAT ARE QUALIFIED
TO BE MERCEDES-BENZ



Sturdy, protective-coated roof rails provide for carrying additional items on the roof. For a clearer view behind, a 2-speed rear window wiper with washer is standard equipment; the wiper is automatically activated when reverse is selected and the front wiper is on.

The 300TE and 300TE 4MATIC™ are rugged station wagons, but they also satisfy the tougher requirements of the Mercedes-Benz commitment to excellence. The full spectrum of Mercedes-Benz safety engineering is an integral part of the station wagons. The 300TE and 300TE 4MATIC™ offer remarkable versatility. In the normal configuration, 42.3 cubic feet of cargo space are available; with both portions of the rear seat folded down, capacity increases to 76.8 cubic feet. Additional storage compartments add further convenience. To carry as many as seven passengers, a folding rear-facing third seat is available as an option. A large rear tailgate opens wide for easy access, and latches securely thanks to an electro-pneumatic closing assist. There is the convenience of a station wagon with the refinements of a Mercedes-Benz.

The 300TE and 300TE 4MATIC™ offer a wide range of configurations (below), for carrying bulky or long items and practically any combination of passengers and their cargo. A rear-facing third seat is optional.



THE PRACTICAL UTILITY
OF A WAGON, THE RESPONSIVE ROAD
MANNERS OF A FINE SEDAN

The road manners of the Mercedes-Benz station wagons are exemplary, and virtually identical to those of the other models of the 300 Class. The ride is smooth and well controlled, handling is predictable and responsive. This means that they meet the same exacting standards of active safety — control and handling to allow the driver to possibly avoid an accident — that are applied to every Mercedes-Benz automobile.

A station wagon must deal with varying load conditions, without being too harsh when carrying light loads, or sagging under heavier ones. To give the 300TE and 300TE 4MATIC™ a similar level of ride and handling capabilities to the other models in the 300 Class, each is equipped with hydropneumatic rear-axle level control. Utilizing hydraulically actuated rear shock absorbers, this load leveling system automatically adjusts the suspension to compensate for varying load weights, helping to maintain proper ride height. For those who want the advantages of maximum traction, there's the 300TE 4MATIC.™ Its all-wheel-drive system operates in four modes and is completely automatic. Either way, the Mercedes-Benz station wagons will give you all the comfort of a fine sedan, with the added convenience of a large cargo capacity.



Standard equipment on the 300TE and 300TE 4MATIC™ includes hydropneumatic rear-axle level control, which serves to maintain a proper ride height as the wagons are loaded with passengers and cargo. They are a rare blending of practicality and utility on the one hand, and classical elegance on the other.

THE 300CE COUPE

Feast your eyes on one of the most elegant shapes on the road: the Mercedes-Benz 300CE Coupe. The flow of the roofline into the rear deck is artistry in metal. This is a true coupe, not merely a two-door version of a sedan, because there is no visible center pillar. An uninterrupted sweep of lines from front to rear opens up the profile with an airy lightness. The four-passenger interior is upholstered in fine leather and finished with burl walnut. There is no other sporting coupe in the world built like the elegant Mercedes-Benz 300CE Coupe.



DESIGNED ON THE FASHIONABLE
SIDE OF STYLE, ENGINEERED FOR THE
SPORTING SIDE OF LUXURY

Coming or going, from any angle, the 300CE Coupe incorporates some of the most dramatic lines on the road. With extraordinary road manners, sparkling performance and renowned features for both active and passive safety, the 300CE Coupe may be one of the world's premier grand touring coupes.

Dramatic style is epitomized in the Mercedes-Benz 300CE Coupe. Its softly flowing lines are a classical blending of sporting flair with traditional elegance. Even with its beautiful pillarless design, the 300CE still meets the stringent Mercedes-Benz crash and rollover standards. The graceful roofline and sashless windows offer generous outward visibility, while the wide doors provide easy access to the elegant, leather-upholstered interior. The 3.2-liter 24-valve engine, mated with an integrated fully electronic fuel injection and ignition system, delivers impressive performance with smoothness and reliability. As a final touch, the 300CE is newly fitted with eight-hole aluminum-alloy wheels. For an irresistible combination of style, performance, comfort and safety features, the Mercedes-Benz 300CE coupe is an excellent choice.



The pillarless roofline has a light, open feel, yet sophisticated engineering techniques give it great strength for controlled road manners and improved impact protection. The coupe's clean lines flow smoothly in a graceful sweep from the roof and rear pillar to the ribbed taillamps.

WELCOME ABOARD THE
MERCEDES-BENZ 300CE COUPE
FOR A JOURNEY IN ELEGANCE



Front seat belts are offered to driver and front-seat passenger by automatic electric presenters which retract once the belts are fastened. Both front and rear seats have center consoles and folding armrests, for first-class convenience and comfort.

To the open, dramatically sleek styling of a true 4-place pillarless coupe, add all the convenient interior amenities which make even the longest trips comfortable and relaxing. The 300CE Coupe seats are covered in hand-fitted leather, and recesses in the backs of the front seats allow for more rear-seat legroom. Hand-finished and specially selected burl walnut graces the interior. Safety engineering is paramount: dual air bags, padded knee bolsters, and emergency tensioning retractors for the front seat belts are standard. Large doors and folding front seatbacks allow easy access to the rear seat, yet when the engine is on and the doors are closed, the front seat backs are automatically locked into position by a pneumatic latch. From whom else but Mercedes-Benz would you expect such a collection of well-engineered, thoughtful features?

The luxuriously appointed 300CE Coupe is a study in comfort. With complete and logically placed instrumentation, and function controls conveniently located in the center console, the instrument panel reflects the application of ergonomic science. Large windows give an expansive view, and leather upholstery, burl walnut and velour carpeting further complement the traditional Mercedes-Benz style.



PERFORMANCE THAT
MATCHES AN EXQUISITE LEVEL OF
SPORTING REFINEMENT

The 300CE Coupe delivers performance that's responsive, smooth, predictable and reliable. Clothed in classical elegance, it delivers its passengers in superb comfort and refinement thanks to its well-appointed interior and sophisticated, fully independent suspension. The 300CE Coupe offers an athletic ability to cover great distances with very little effort.

It's obvious that a car with the wonderfully refined lines of the 300CE Coupe would possess an exceptional kind of performance. That's exactly what it delivers. Powered by an advanced 3.2-liter DOHC 24-valve 6-cylinder engine of remarkable smoothness, the 300CE Coupe will whisper along with an athletic ease that's a wonder to sense, and nearly impossible to describe. Underneath, a refined damper strut front suspension with separate coil springs and patented multilink rear suspension help keep the tires planted squarely on the ground and virtually eliminate unwanted steering effects. Standard 4-wheel disc brakes with the Mercedes-Benz Antilock Braking System (ABS) provide more controlled stopping power even in bad weather. This kind of performance isn't measured in numbers so much as in pure driving enjoyment.



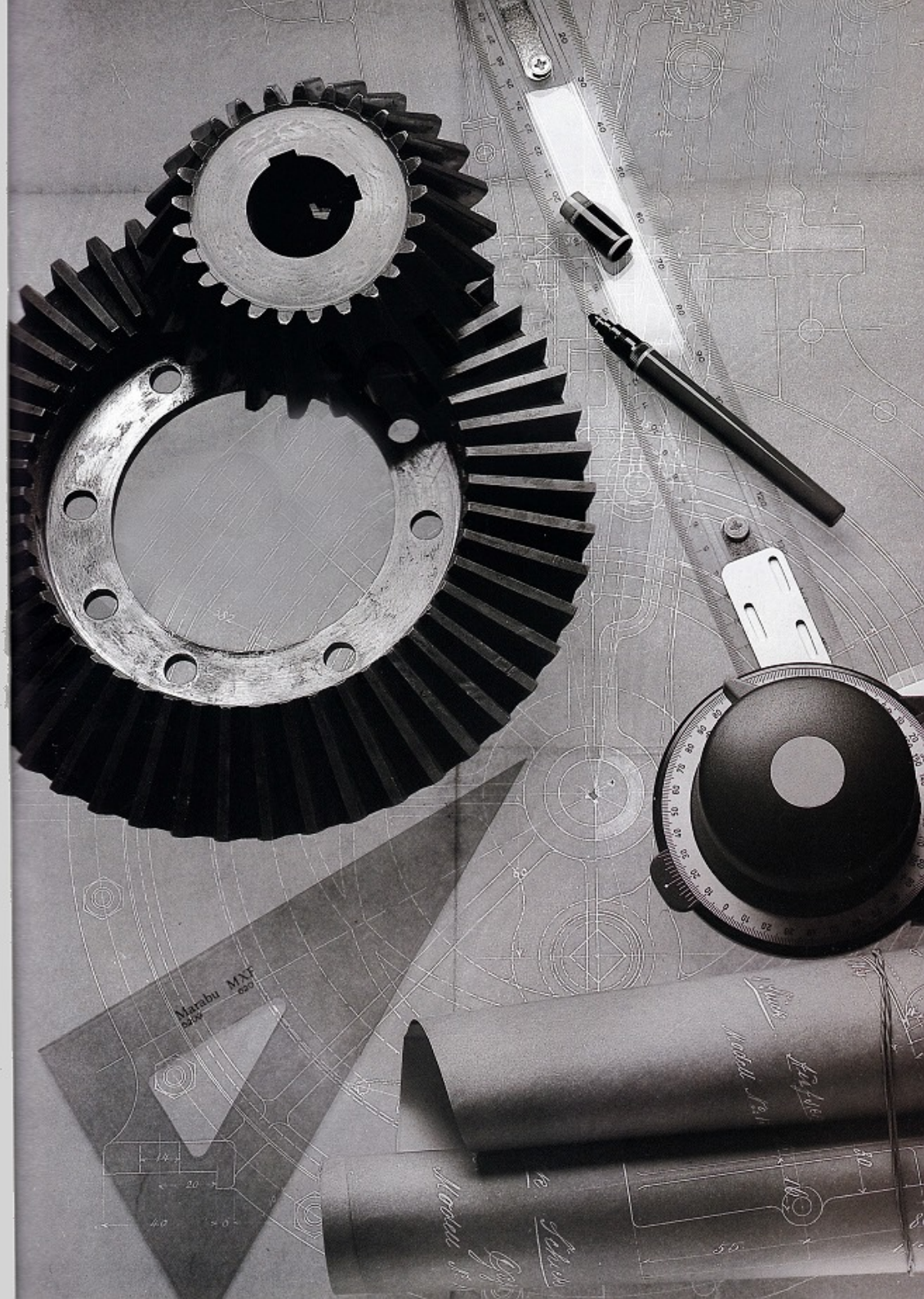
From any angle, the 300CE Coupe is clean-lined and handsome, with the careful attention to aerodynamics paying real benefits in increased efficiency and reduced interior noise. Driving enjoyment means little without the comfort of assured reliability, and on that point, Mercedes-Benz sets very high goals.



The 300CE Coupe offers style, grace, and a healthy serving of old-fashioned driving excitement. Its performance is impressive, quick, responsive, exhilarating and exquisitely balanced; its driving experience as in tune with the road as an orchestra with the first violin.

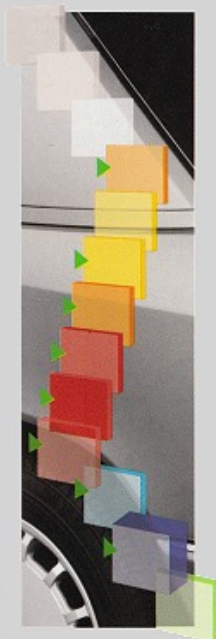
A COMMITMENT TO EXCELLENCE

Every 300 Class automobile is a reaffirmation of an honored tradition which reaches back more than a century; the Mercedes-Benz commitment to pushing out the bounds of technology. Continuing research using techniques including computer-aided design and manufacture helps maintain an industry leadership position in areas such as structural design, power management, safety technology and the budding efforts to conserve our ecology. From the first design sketch to the final assembly process, 300 Class models confirm the Mercedes-Benz commitment to excellence.



**AN EXACTING LEVEL
OF FIT AND FINISH DISTINGUISHES
EVERY MERCEDES-BENZ**

Multiple layers of body protection (below) include the use of galvanized steel in some areas. The body is cleaned with zinc phosphate and then immersed in an electro-dip primer. Critical seams receive a protective sealant and the lower body is protected by up to two resilient synthetic coats. Up to two primer coats, a color coat and a clear coat are protected during overseas transportation by a temporary coating of protective wax.



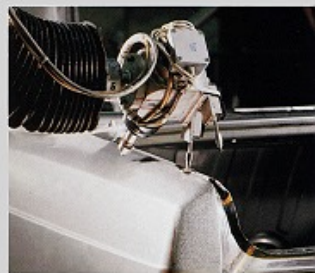
While exacting construction is evident throughout a Mercedes-Benz, its sheet metal is most often used as a measure of overall quality, simply because it is most easily visible. The precision used in constructing a 300 Class body is exactly what you would expect of Mercedes-Benz: body panel variations are quite small.

PRECISION ASSEMBLY

Robots are used to assemble the body panels for greatest uniformity and the panels are then securely mated using many welds to provide improved strength. Many panel seams are hand-finished while inspectors stand ready to check for an exacting finish. The result of all this effort can be seen easily in the satisfyingly uniform fit between the hood and fenders, or between the doors and their sills. The same precision applies where dissimilar materials meet, such as the fit of glass to metal.

BEAUTY IN THE DETAILS

Mercedes-Benz quality encompasses finish as well as fit, and in this area, 300 Class owners are justifiably proud. In addition to hand-finished critical body seams, the paint of the Mercedes-Benz bodywork is applied with great care and the exterior brightwork is carefully detailed. The seats are covered by skilled upholsterers who assure that there are no unsightly edges or seams, and the interior wood is hand finished. Wherever you inspect a Mercedes-Benz, you'll find exacting attention to detail.



A gauge (top) is used by inspectors to verify proper fit between body panels. The bottom photograph shows a computer-controlled robotic gauge used to check selected body samples. It instantly verifies dimensional consistency within thousandths of an inch.

**A BODY BOTH
PHYSICALLY SECURE AND
FITTINGLY STYLISH**



Mercedes-Benz engineering protects against offset frontal collisions (simulated at top). Critical areas of the body are reinforced with high-strength low-alloy steel. These reinforcements, located in places such as the windshield pillars and the structure near the doors, help resist and redistribute certain impact forces in an accident.

In the Mercedes-Benz 300 Class monocoque body, the sheet metal forms a highly rigid, three-dimensional structure through which normal stresses of the driveline and suspension are distributed. All 300 Class bodies also have Mercedes-Benz pioneered front and rear "crumple zones" which afford occupants greater security by absorbing front and rear-end impact energy, thereby reducing the forces which reach the rigid cabin structure.

HIGH-STRENGTH MATERIALS

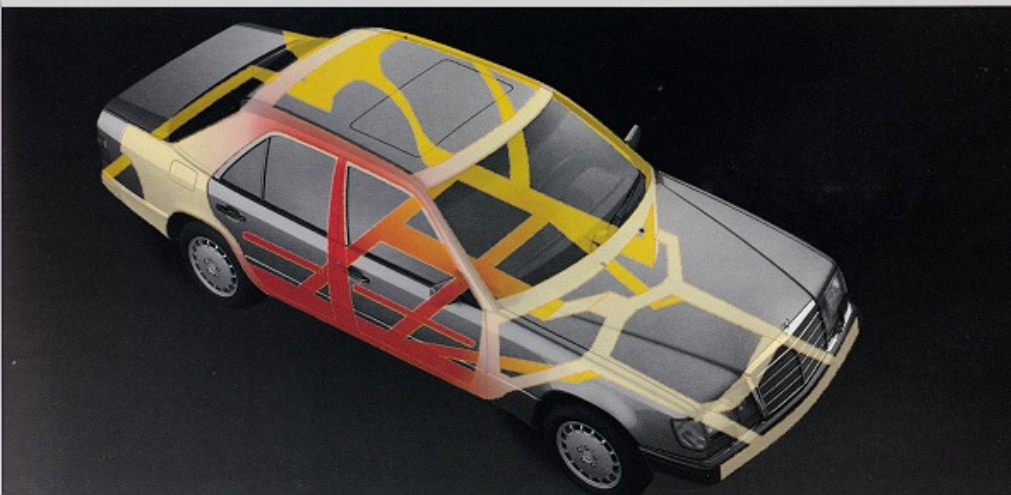
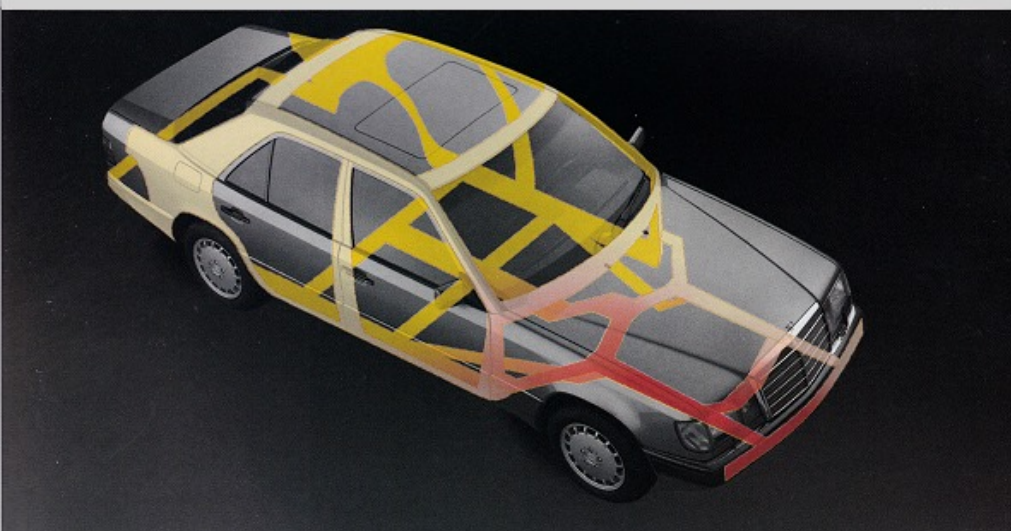
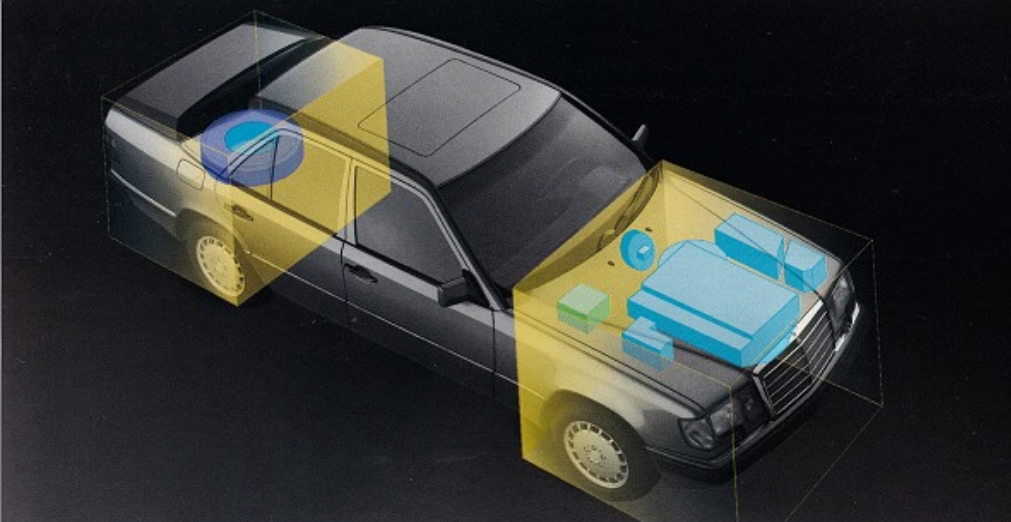
Mercedes-Benz uses two distinctly different types of steel in constructing its 300 Class monocoque bodies. Exterior body panels and much of the underlying structures are formed from low-carbon steel. In high-stress areas, high-strength, low-alloy (HSLA) steel is used to gain additional strength and offer additional protection for its occupants in the event of an accident.

SOLID, PRECISE AND QUIET

Because of its great inherent strength, advanced monocoque construction provides a highly rigid foundation which allows the fully independent suspension to operate with greater precision. Superior strength and rigidity also permit a more accurate fit between exterior body panels which are far less likely to develop rattles and squeaks over time. The 300 Class automobile can offer not only increased stability and improved handling response, but a quieter, more comfortable ride as well.

Top: Underhood items within the front crumple zone are staggered so they will not stack up and intrude into the cabin during a collision. The spare tire is purposely located in the rear crumple zone to help absorb some collision force. Center: In an offset frontal collision a full-width front crossmember helps distribute impact forces to the opposite side of the car. Two fork-shaped members help to divert some impact forces and also help reduce intrusion into the passenger compartment. Bottom: A substructure of reinforced steel panels encircles the passenger cabin. Critical areas of this substructure are formed from HSLA steel for extra strength. In a side impact, the same substructure helps to dissipate the forces of a side collision throughout the body, reducing the forces on the cabin itself and also helping to keep it from deforming.*

*Drawings are for reference only.





1 Mercedes-Benz has conducted safety research for over 50 years: the test chassis shown above is an early safety design.

2 The crumple zone approach was pioneered by Mercedes-Benz as part of a continuing research effort. The front and rear crumple zones of the 300 Class body are designed to deform progressively,

4 Critical 300 Class body areas are also sealed with special rust-inhibiting materials. A penetrating wax is also



applied by hand to some lower-body seams to resist corrosion.

5 Over 4,500 welds enhance the strength of the Mercedes-Benz body. Low-temperature, long-duration welds

are high-strength low-alloy (HSLA) steel which (shown in red) helps to further enhance passenger cabin rigidity.

7 A solid rear bulkhead acts to separate rear-seat passengers from items in the trunk and also improves overall chassis resistance to flexing.



alignment and is not rattle-prone. As a result of structural research, frame rails extend the full length of the body, even further strengthening the passenger cabin.

10 The full-size spare tire is placed horizontally in the trunk where it can help contribute to rear impact absorption.

11 In a severe frontal collision, the brake pedal assembly is designed to swing forward and away from the driver's feet.



13 The Mercedes 300 Class Supplemental Restraint System (SRS)* goes beyond air bags. Built-in seat squabs in every seat and padded knee bolsters at seating positions which face an air bag help prevent the

14 300 Class front seat backs are designed to withstand a 30-mph car-to-car rear impact. The front seat belt receptacles are anchored to the



ing in a much greater concentration of energy and vehicle stress. A front bumper cross-member and forked

seats and move with the seats for greater comfort and convenience.

15 HSLA steels are also found in 300 Class door side-beams.

16 Underhood items mounted within the front crumple zone

members help distribute forces along the transmission tunnel, up the "A" pillar and along the rocker panels, thus helping to protect the passenger compartment.

18 A strut spans the dashboard area, connecting both "A" pillars and increasing chassis rigidity.



absorbing much of the energy of an impact and helping to protect the passengers.

3 The 300 Class bodies are fully immersed in a corrosion-resistant primer to help seal the metal and inhibit rust formation in most hidden areas.



reduce distortion and allow a more precise fit between individual body panels.

6 Specially configured sections in the passenger cabin



8 Body shells are designed so that the entire structure helps resist the forces of the suspension and driveline. The result is a very rigid structure which allows precise panel

9 In 300 Class sedans and coupes, the fuel tank is located above the rear axle where it is much less likely to be ruptured from an impact. Its filler port is located high on the body for added safety and convenience.

12 A unique double bulkhead helps isolate the cabin from noise and also helps protect underhood components such as the electronic control units from the heat of the engine.



Shown: Cut-away of 300 Class body.

occupants from being forced under the seat belts (and air bags). In certain frontal impacts, emergency tensioning retractors (ETR) remove any slack from front seat belts.

are staggered to help avoid their stacking up and intruding into the passenger cabin in an impact.

17 Mercedes-Benz has designed an offset collision test in which only part of the front of the vehicle strikes the test barrier, result-

10 Door openings are designed so that the doors can overlap, rather than jam, if an accident causes the passenger cabin to deform.



*Air bags are a supplemental restraint. Please, always wear your seat belts.

**SUPERB ENGINES
HAVE ALWAYS BEEN A MERCEDES-BENZ
TRADITION**

While powerful and reliable, each 300 Class engine is also pleasant to look at. Part of its beauty comes from the attention to finish and detail. The graceful curves of the 500E's aluminum-alloy intake manifold are shown here. The long-runner design permits tuning for high torque response over a wide engine speed range and especially at low rpm for improved driveability.

The 300 Class engines are designed to achieve superb reliability and performance characteristics. Exacting assembly techniques help assure that each will provide dependable service over many years.

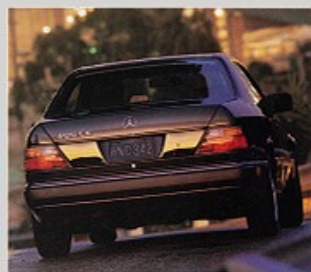
INDIVIDUAL ATTENTION

As it is being assembled, every 300 Class engine receives individual attention. Critical components such as the pistons and bearings are hand-selected for optimum fit. Then, each engine is run on a test bed and verified for proper operation before it is placed in the automobile. Routinely, a certain number of the tested engines will be subjected to longer-term evaluation and then be torn down to verify that all parts are functioning properly.

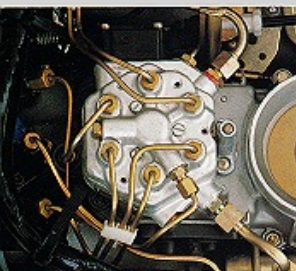
POWERFUL BY DESIGN

The 300 Class turbodiesel engine* has an alloy cylinder head for light weight, a precombustion chamber for more efficient operation and is turbocharged for greater power. Encapsulated with sound-absorbing materials for reduced noise, the diesel is designed for low emissions, easy starting and very high fuel economy. All 300 Class gasoline engines are fuel injected to help assure optimum fuel delivery and good performance. Careful design of both the intake and exhaust manifolds and a suitably sized catalytic converter enhance the engine's ability to breathe with greater efficiency.

*Not available in California



OVER A CENTURY OF
TECHNICAL DEVELOPMENT CONTRIBUTES
TO EVERY POWERPLANT



Mercedes-Benz 300D 2.5 diesel engines are turbo-charged for improved power. All 300 Class engines are fuel injected for efficient performance. Features such as reliable chain-driven camshafts and sodium-cooled exhaust valve stems are also standard on all Mercedes-Benz engines. Dual overhead camshaft engines also have variable in-take valve timing for improved efficiency.

From the pioneering vehicles of 1886 to the Group C Championship cars of 1989, Mercedes-Benz has refined its engines for greater power and reliability. An active program of continuing research and development helps to assure that 300 Class engines reflect the best technology.

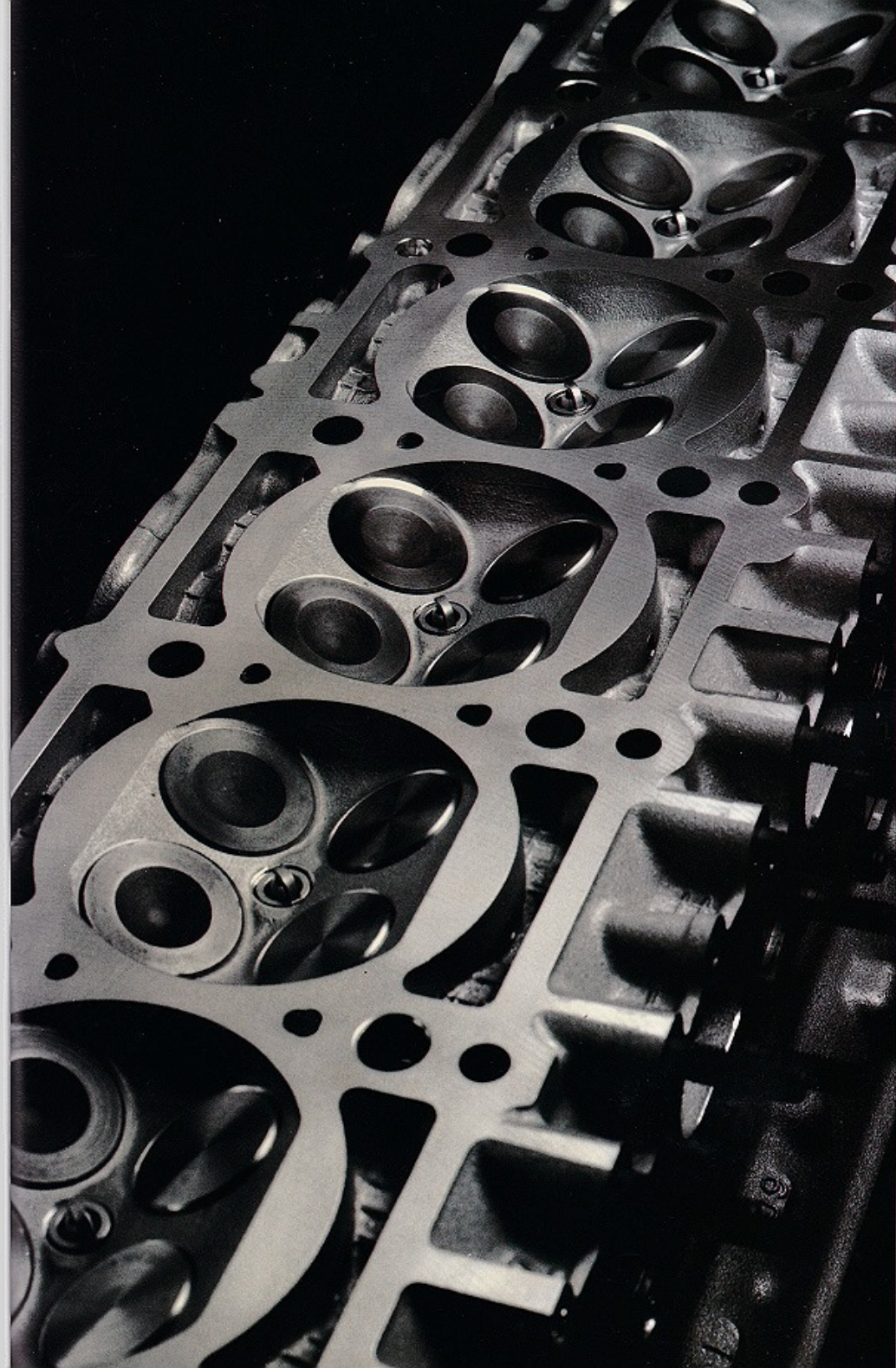
COMPUTERS THAT COMMUNICATE

All Mercedes-Benz 3.2-liter gasoline engines have several on-board computers, located in a cast-alloy housing between the dual bulkheads in the engine compartment. These computers in their housing are referred to as the Control Area Network (CAN)*. While each individual computer is dedicated to a specific function, they are also linked together in a network to provide added reliability similar to that of the Mercedes-Benz 400E and 500E sedans. A Control Area Network employs a single coaxial cable to allow real-time data sharing between computers, greatly enhancing overall system reliability.

A LEXICON OF POWER

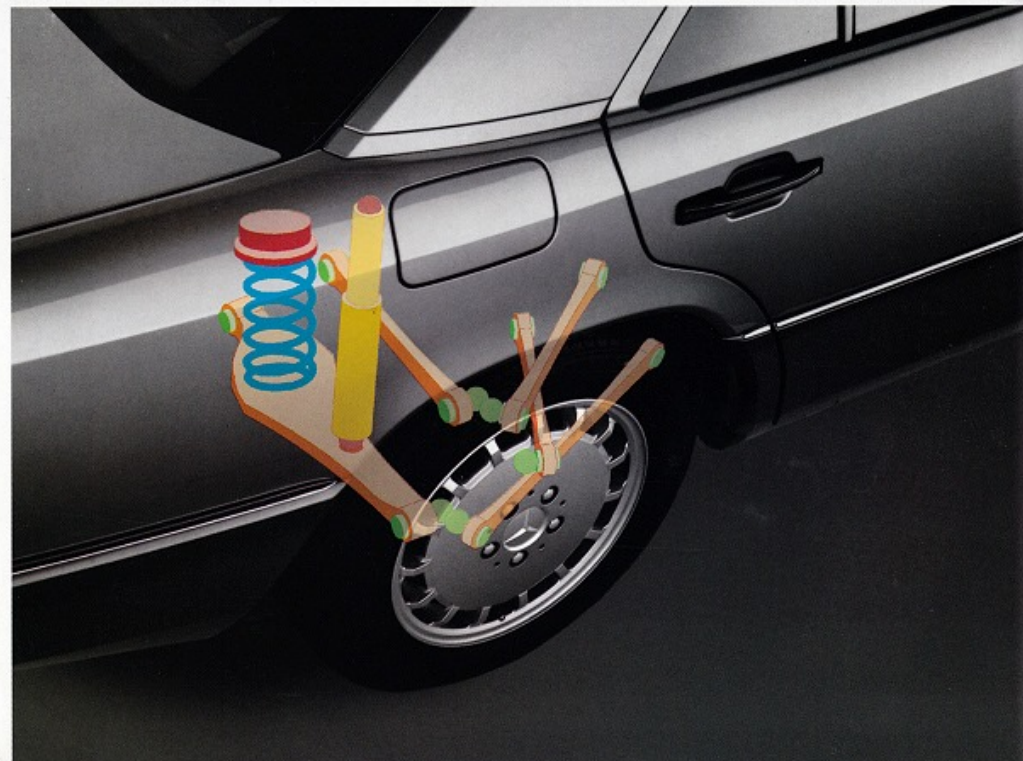
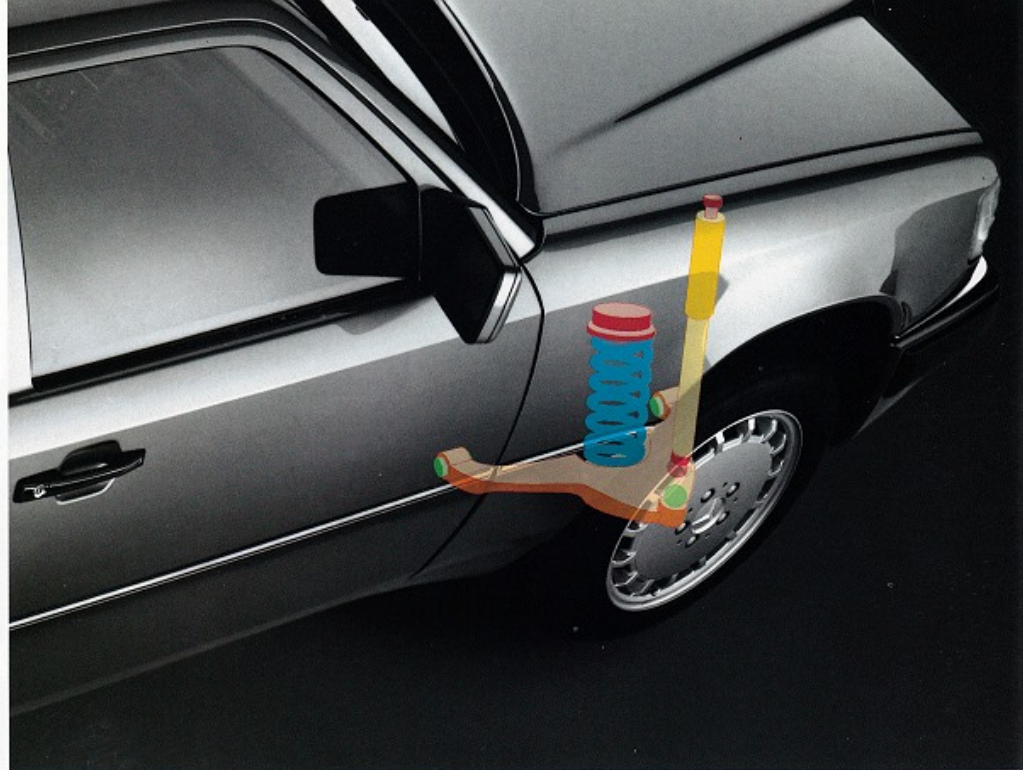
300 Class engine blocks have high strength and low weight. The V-8 aluminum-alloy engines have silicon-impregnated cylinder walls for low friction and decreased wear, and their inner main-bearing caps are secured with six bolts for greater crankcase strength. Dual, chain-driven overhead camshafts, sodium-cooled exhaust valves and variable intake camshaft timing are but a few of the most modern features of most 300 Class engines.

Individual components of each Mercedes-Benz reflect leading-edge engine technology as well as superb craftsmanship. Many 300 Class gasoline engines feature four valves per cylinder and dual overhead camshafts for more efficient performance. Cast-iron 6-cylinder engine blocks have thin-wall construction for reduced weight, while V-8 engine blocks are formed from aluminum alloy.



*CAN not available on 300E 2.8 and 4MAT C models.

**WITH A MERCEDES-BENZ,
PRECISE CONTROL IS A BENEFIT
OF EXACTING DESIGN**



Decades of racing experience have contributed to the design of the Mercedes-Benz front and rear suspensions. Notice that both the front and rear suspensions place the shock absorber and coil spring at separate locations on the lower control arm so that the operation of both is optimized. On both front and rear suspensions, broad lower arms are formed from stamped steel and attached to the rigid monocoque body using rubber mounting bushings which help isolate the cabin from road noise and vibration.

In the two illustrations (below), a vehicle with a heavy load (left) does not ride level, but the Mercedes-Benz hydropneumatic rear axle level control (right) automatically helps keep the vehicle level regardless of its cargo.

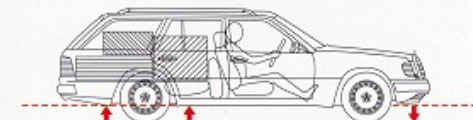
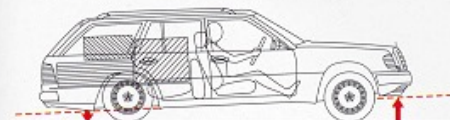
Mercedes-Benz has designed a truly sophisticated fully independent suspension for the 300 Class automobiles. The suspension and recirculating-ball power steering work together to provide consistent control, the desired amount of road feedback for precise "feel" and a tight turning circle for truly outstanding maneuverability.

SUPPLE FRONT SUSPENSION

The front suspension of the 300 Class sedan utilizes a lower A-arm, an upper control arm and a damper to position the wheel properly. This design allows both the coil spring and damper strut to operate more effectively. The bottom attachment point of the damper strut is located close to the wheel for optimum control. The front spring, however, is located inboard and separate from the damper to allow a longer, more supple spring for a better ride, especially over rough surfaces.

MULTILINK REAR SUSPENSION

The unique, patented, multilink Mercedes-Benz rear suspension is a lightweight equivalent of upper and lower A-arms with a separate link to control the tendency for the rear wheels to steer the car over bumps. This design helps assure that the rear wheels offer maximum traction and transfer of power to the ground.



The 300 Class offers a superb combination of a comfortable ride and precise control, thanks to the design of its fully independent suspension.

**A REFINED BRAKING SYSTEM
WHICH ENSURES CONFIDENCE BY
ENHANCING CONTROL**

You're driving cautiously on rain-soaked pavement when an onrushing car suddenly strays into your path. Reflexively, you apply the brakes — hard — and attempt to maneuver your way to safety. Whether or not you can avoid the accident may depend on the Antilock Braking System (ABS), which has been standard equipment on all Mercedes-Benz automobiles since 1989.*

COMPUTER CONTROL

Mercedes-Benz ABS uses electronic sensors and computer controls to detect impending wheel lockup. Under hard braking, sensors monitor wheel speed and signal a central processing unit which causes brake system pressure to pulse as frequently as necessary. This action is similar to pumping the brake pedal, but occurs much faster than a driver could manage. With ABS in operation, there is virtually no loss of braking effectiveness and steering control is retained even when braking on wet or slippery surfaces. ABS can modulate brake pressure to a degree of control not possible by the average driver.

UNOBTUSIVE OPERATION

Drivers of 300 Class vehicles may not realize exactly when they are being helped by ABS. Indeed, when the brake pedal is firmly depressed, the driver may notice a slight pulsing of the brake pedal, but otherwise the system is as unobtrusive as it is effective.

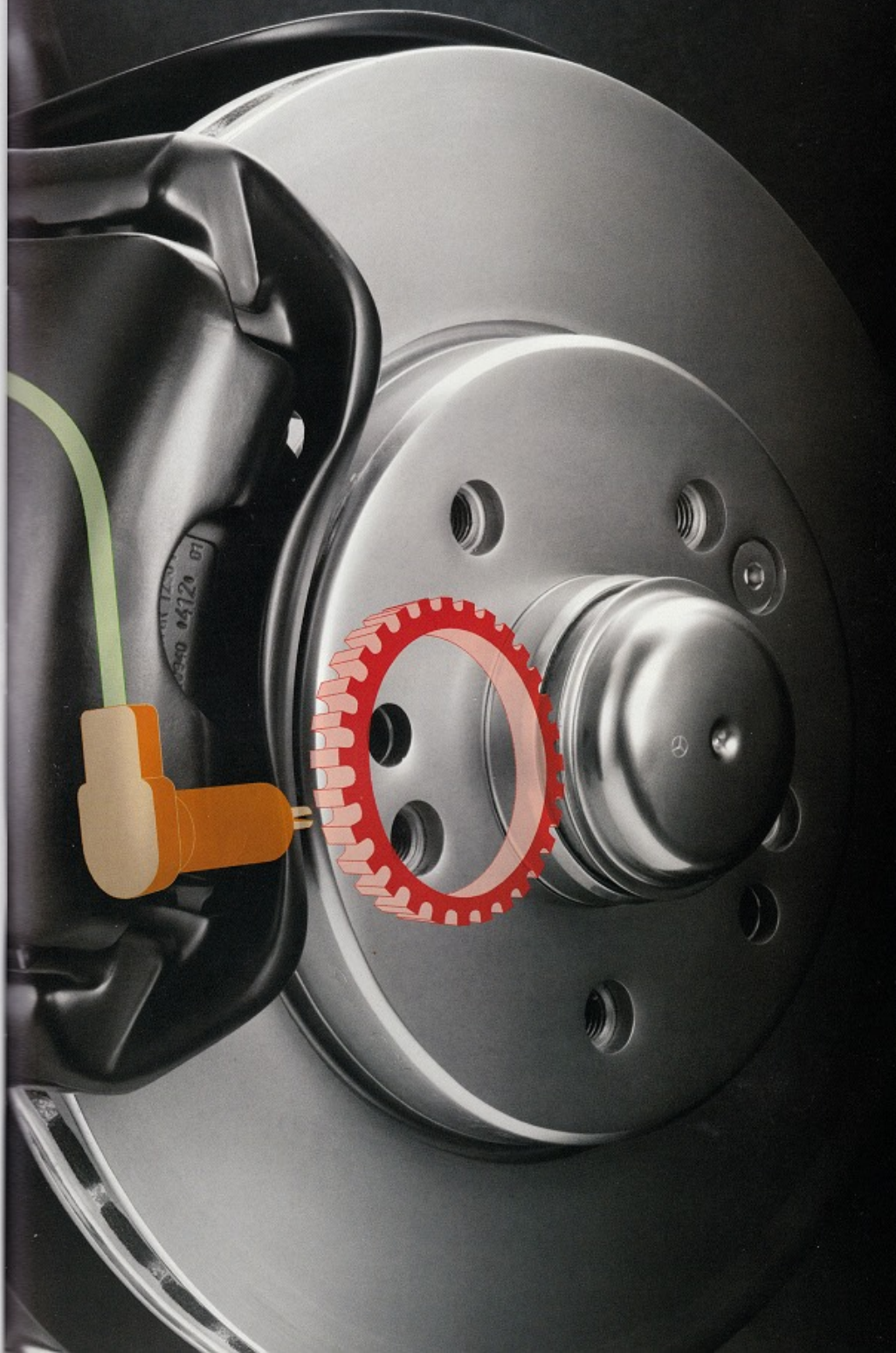
Mercedes-Benz ABS uses toothed sensors at the front wheels (right) and on the rear axle to signal the ABS computer of impending wheel lockup. Large ventilated brake rotors help keep the front brakes cool and efficient. In a driving comparison, a vehicle equipped with ABS is able to maintain steering control while braking over a slippery surface, while a car not equipped with ABS might lock up its wheels and slide out of control.

With ABS Without ABS

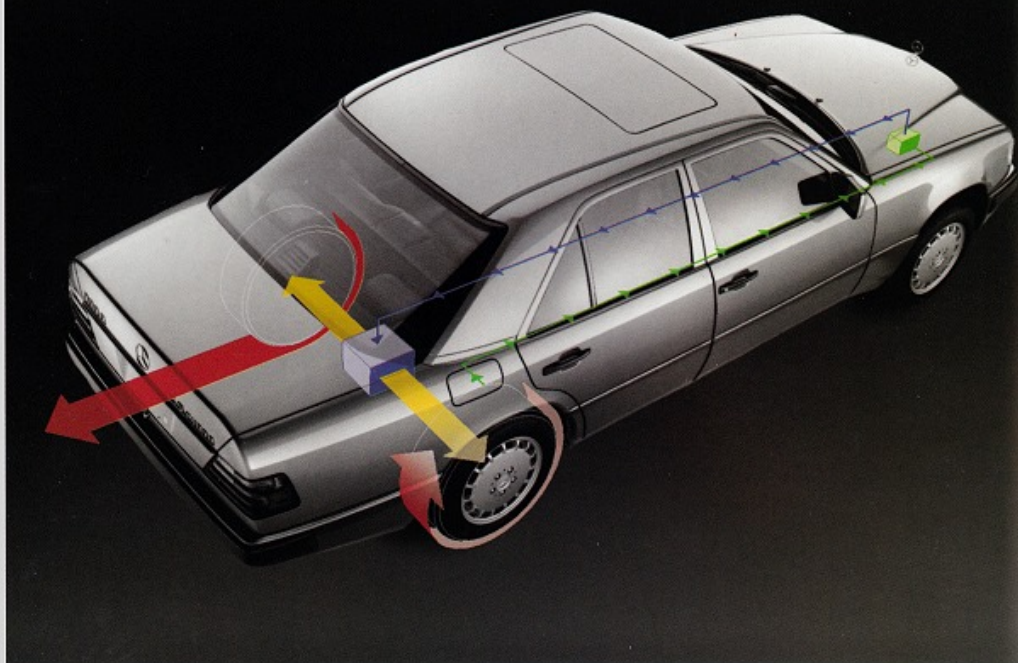


Pioneered by Mercedes-Benz on passenger cars, an Anti-lock Braking System (ABS) has been standard equipment on every U.S. model since 1989. By monitoring wheel rotation rates and modulating applied braking force, ABS provides levels of steering control and confidence far beyond ordinary systems.

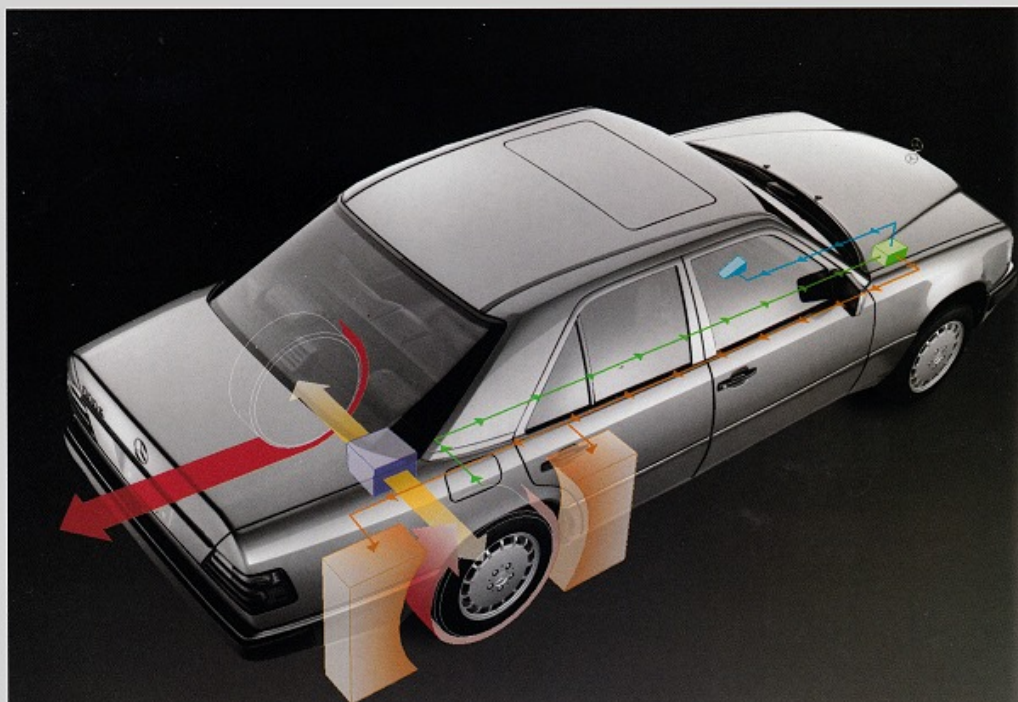
*Please note: Mercedes-Benz engineers have provided you with some of the most highly sophisticated driving systems available today. However, no system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please make it your responsibility to operate your car in a safe and prudent manner at all times.



**ASD AND ASR TECHNOLOGY
HELPS MAINTAIN TRACTION WHEN AND WHERE
YOU NEED IT MOST**



ASD is illustrated in the diagram at top left. The system monitors wheel slippage using the same sensors as ABS. At speeds up to 19 mph, if the system detects differences in wheel speed between the front and rear wheels, power is redistributed until traction is regained. ASR also acts on the rear wheels (bottom left), controlling the brakes and/or throttle to maintain the greatest traction possible during acceleration or cornering.



*Please note: Mercedes-Benz engineers have provided you with some of the most highly sophisticated driving systems available today. However, no system, no matter how sophisticated, can repeal the laws of physics or overcome careless driving actions. Please make it your responsibility to operate your car in a safe and prudent manner at all times.

While ABS enhances steering control during braking, ASD and ASR are computerized systems which manage how the rear wheels handle power while accelerating.* Both systems use information from the ABS system to help limit rear wheel spin. When ASD or ASR is activated, a light on the instrument panel alerts the driver to possible changes in road conditions.

AUTOMATIC LOCKING DIFFERENTIAL

The Automatic Locking Differential (ASD) operates automatically at speeds below approximately 19 mph to limit wheel slip. ASD is a computer-controlled, variable, hydraulic-locking differential which redistributes power away from the slipping rear wheel. A yellow warning light in the speedometer alerts the driver to possible wheel spin. ASD is available on the 300D 2.5 Turbo sedan.

AUTOMATIC SLIP CONTROL

The Automatic Slip Control (ASR) system uses both throttle and brake control to reduce wheel spin during acceleration. Below approximately 24 mph, if wheel slippage is detected, the brakes are applied to either or both rear wheels. If wheel slippage continues, the engine is then automatically throttled back until traction returns. Above approximately 24 mph, the engine is throttled back before the brakes are applied. ASR is available on all 300 Class vehicles except the 300D 2.5 Turbo and 4MATIC™ models, and is standard on the 500E.



When driving conditions are difficult, you're not distracted by having to manually engage ASD or ASR. They work automatically to improve control in low-traction situations. You can pay greater attention to the road knowing that your Mercedes-Benz is actively helping to maintain control.

THE INTELLIGENCE
TO HELP GET YOU OVER THE
SLIPPERY SPOTS



Whether you're driving in rain, snow, mud or dirt, the 4MATIC™ all-wheel drive system lets your Mercedes-Benz choose the best drive configuration for maximum traction. It shifts automatically between rear-wheel and various stages of all-wheel drive, and works in conjunction with the Antilock Braking System (ABS).

Two models of the Mercedes-Benz 300 Class utilize the 4MATIC™ all-wheel drive system: the 300E 4MATIC™ sedan and the 300TE 4MATIC™ station wagon. The system operates automatically to help assure the optimum possible traction for varying road conditions.

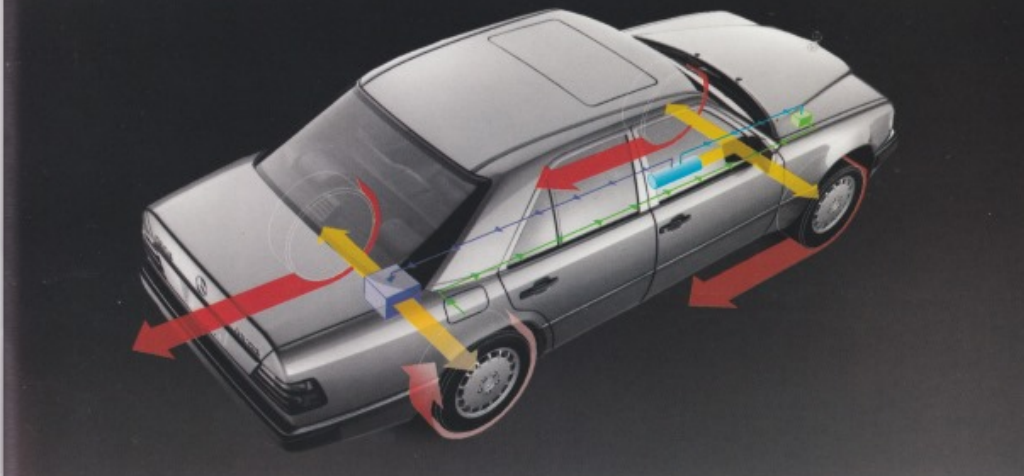
AUTOMATIC CONFIGURATION

The system includes a computerized control system, a center differential and the mechanisms to drive both front and rear wheels. When the system senses a loss of traction, it sends 35% of the engine's power to the front wheels. If slippage continues, the center differential is locked for a 50/50 front/rear power split. For maximum traction, the rear differential might also lock. Activation depends on the speed of the vehicle, the angle of steering, amount of acceleration and wheel slippage. As soon as traction is regained, the system returns to conventional rear-wheel drive to maximize efficiency.

UNOBTRUSIVE OPERATION

Because the Mercedes-Benz 4MATIC™ system is engaged automatically and so smoothly, the driver is hardly aware of its operation. Usually, the only indication of 4MATIC™ operation is the lighted triangle indicator lamp in the speedometer which alerts the driver of changing road conditions. Drivers of 4MATIC™ automobiles can be reassured knowing that their Mercedes-Benz helps to achieve the optimum possible traction over varying road surfaces.

The 4MATIC™ all-wheel drive system distributes power between the front and rear wheels as needed. To provide the familiar comfort of a rear-wheel-drive Mercedes-Benz sedan, the 4MATIC™ system favors conventional rear-wheel drive until driving conditions indicate the need for greater traction. The changes are made automatically and smoothly until traction is restored, when 4MATIC™ returns to conventional rear-wheel drive operation.



SPORTLINE OPTION

The sporting spirit of the 300E sedan and 300CE Coupe can be further stimulated with an optional package of components and features. **(a)** Sportline 205/60ZR-15 tires and 8-hole aluminum alloy wheels are wider than the standard tires and wheels. The Sportline suspension is fitted with stiffer springs and stiffer dampers for a more athletic balance of ride and handling.

(b) A smaller, leather-wrapped sport steering wheel and a faster-ratio steering system contribute to more agile handling and response.

(c) The leather-covered gearshift knob is inlaid with the Sportline designation. **(d)** Four-place seating features leather upholstery. Each seat is specifically contoured for spirited driving, with firmer thigh support and additional bolster-

ing for lateral support. There's a folding, leather-covered armrest between the rear seat positions and a wood-covered center console. The 300E Sportline interior is available in Black, Blue, Dark Brown, Creme Beige and Grey leather. In addition, the Mercedes-Benz 300CE Sportline interior package is also available in Palomino, Burgundy and Stone Pine Green leather.



(a) Sportline wider tires and wheels



(b) Smaller, leather-wrapped steering wheel



(c) Sportline gearshift knob



(d) Sportline interior (300E Sportline shown; four-place seating standard on the 300CE.)

300 CLASS OPTIONAL EQUIPMENT

(a) An integrated cellular telephone system includes a convenient conversation feature and automatic radio mute. The wiring is factory installed, while the telephone is installed by your dealer. **(b)** Electro-pneumatically adjustable orthopedic backrests may be ordered for either or both of the front seats. **(c)** Trunk-mounted CD changer is controlled by the AM/FM/cas-

sette radio.* **(d)** Optional traction control systems include Automatic Locking Differential (ASD), available on 300D 2.5 Turbo, and Automatic Slip Control (ASR), available on the 300E 2.8, 300E, 300TE, 300CE and 400E. **(e)** A heated headlight wiper/washer system keeps illumination bright in rough weather.** **(f)** Electrically telescoping steering column adjusts for maximum

comfort.** **(g)** A two-position driver-seat memory may be added to the 300D 2.5 Turbo and 300E 2.8.** **(h)** An optional rear-facing third seat is available for either station wagon model. It includes 3-point seatbelts and folds down when not in use to form a flat cargo area floor. **(i)** A cargo net and cover are optional for the 300TE and 300TE 4MATIC.*



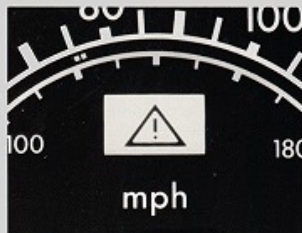
(a) Integrated cellular telephone (dealer installed)



(b) Orthopedic front seat backs



(c) Trunk-mounted CD changer (dealer installed)*



(d) Traction control systems



(e) Headlamp wiper/washer system**



(f) Electrically telescoping steering column**



(g) 2-position driver-seat memory**



(h) Rear-facing fold-down seat



(i) Retractable cargo net/cover

* Not available on 300TE and 300TE 4MATIC.
** Optional on 300D 2.5 Turbo and 300E 2.8.

SPECIFICATIONS



300D 2.5 TURBO SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	SOHC in-line 5 cylinder turbo diesel
FUEL & IGNITION SYSTEMS	Mechanical fuel injection, compression ignition
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	192.4/7,497
NET POWER (hp/kW @ rpm)	121/90 @ 4,400
NET TORQUE (lb-ft/N-m)	165/223 @ 2,400
COMPRESSION RATIO	22.0:1
MAXIMUM ENGINE SPEED (rpm)	4,800
BATTERY	12V/92 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.85:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	7.4/7.0
COOLANT CAPACITY (qts./lts)	9.5/9.0

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, single-tube gas-pressure shock absorbers
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
195/65R15 91H steel-belted radial & 5.5 x 15 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

DIMENSIONS

0-60 mph PERFORMANCE (sec)*	12.8
CURB WEIGHT (lb./kg)	3,440/1,559
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.3/1,431
OVERALL WIDTH (in./mm)	68.5/1,740
TRACK (in./mm)	58.1/1,501 front; 58.7/1,491 rear
TURNING CIRCLE (ft./m)	37.0/11.3
TRUNK CAPACITY (cu ft./m ³)	14.8/0.414
COEFFICIENT OF DRAG	0.31



300E 2.0 SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	SOHC 24-valve in-line 6-cylinder
FUEL & IGNITION SYSTEMS	EFI fully electronic fuel injection and ignition with anti-choke feature
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	194.4/7,950
NET POWER (hp/kW @ rpm)	174/127 @ 5,500
NET TORQUE (lb-ft/N-m)	199/271 @ 3,750
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,400
BATTERY	12V/102 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	7.4/7.0
COOLANT CAPACITY (qts./lts)	10.0/9.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, single-tube gas-pressure shock absorbers
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
195/65R15 91H steel-belted radial & 5.5 x 15 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	8.8
CURB WEIGHT (lb./kg)	3,520/1,600
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.3/1,431
OVERALL WIDTH (in./mm)	68.5/1,740
TRACK (in./mm)	58.7/1,491 front; 58.7/1,491 rear
TURNING CIRCLE (ft./m)	37.0/11.3
TRUNK CAPACITY (cu ft./m ³)	14.8/0.414
COEFFICIENT OF DRAG	0.31



300E SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	DOHC 24-valve in-line 6-cylinder
FUEL & IGNITION SYSTEMS	EFI fully electronic fuel injection and ignition with anti-choke feature
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	195.2/7,994
NET POWER (hp/kW @ rpm)	177/132 @ 5,700
NET TORQUE (lb-ft/N-m)	229/313 @ 3,750
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,400
BATTERY	12V/102 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	7.4/7.0
COOLANT CAPACITY (qts./lts)	10.0/9.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, single-tube gas-pressure shock absorbers
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
195/65R15 91H steel-belted radial & 5.5 x 15 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	9.4
CURB WEIGHT (lb./kg)	3,660/1,660
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.3/1,431
OVERALL WIDTH (in./mm)	68.5/1,740
TRACK (in./mm)	58.7/1,491 front; 58.7/1,491 rear
TURNING CIRCLE (ft./m)	39.9/12.2
TRUNK CAPACITY (cu ft./m ³)	14.8/0.414
COEFFICIENT OF DRAG	0.31



300E 4MATIC™ SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	SOHC in-line 6-cylinder
FUEL & IGNITION SYSTEMS	KE electro-mechanical fuel injection, electronic ignition
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	180.6/2,640
NET POWER (hp/kW @ rpm)	275/205 @ 5,700
NET TORQUE (lb-ft/N-m)	295/400 @ 3,600
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	8.5/8.0
COOLANT CAPACITY (qts./lts)	16.4/15.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, single-tube gas-pressure shock absorbers
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
195/65R15 91H steel-belted radial & 5.5 x 15 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	7.1
CURB WEIGHT (lb./kg)	3,860/1,750
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.3/1,431
OVERALL WIDTH (in./mm)	68.5/1,740
TRACK (in./mm)	58.7/1,491 front; 58.7/1,491 rear
TURNING CIRCLE (ft./m)	38.4/11.7
TRUNK CAPACITY (cu ft./m ³)	13.8/0.390
COEFFICIENT OF DRAG	0.31



400E SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	Two DOHC 32-valve aluminum alloy V-8
FUEL & IGNITION SYSTEMS	EFI fully electronic fuel injection, electronic ignition
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	256.1/4,146
NET POWER (hp/kW @ rpm)	303.5/4,873
NET TORQUE (lb-ft/N-m)	315/225 @ 5,200
COMPRESSION RATIO	11.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	8.5/8.0
COOLANT CAPACITY (qts./lts)	16.4/15.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, hydro-pneumatic units that act as shock absorbers and automatic level control
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
225/55ZR18 steel-belted radial & 5.5 x 18 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel ventilated disc brakes with Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	6.3
CURB WEIGHT (lb./kg)	3,760/1,700
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.8/1,428 (with roof rack)
OVERALL WIDTH (in./mm)	70.7/1,796
TRACK (in./mm)	58.7/1,491 front; 60.2/1,529 rear
TURNING CIRCLE (ft./m)	38.4/11.7
TRUNK CAPACITY (cu ft./m ³)	13.8/0.390
COEFFICIENT OF DRAG	0.32



500E SEDAN

ENGINE & DRIVETRAIN	
ENGINE TYPE	Two DOHC 32-valve aluminum alloy V-8
FUEL & IGNITION SYSTEMS	EFI fully electronic fuel injection, electronic ignition
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	303.5/4,873
NET POWER (hp/kW @ rpm)	315/225 @ 5,200
NET TORQUE (lb-ft/N-m)	347/470 @ 3,800
COMPRESSION RATIO	11.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	8.5/8.0
COOLANT CAPACITY (qts./lts)	16.4/15.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, hydro-pneumatic units that act as shock absorbers and automatic level control
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
225/55ZR18 steel-belted radial & 5.5 x 18 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel ventilated disc brakes with Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	6.3
CURB WEIGHT (lb./kg)	3,760/1,700
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.8/1,428 (with roof rack)
OVERALL WIDTH (in./mm)	70.7/1,796
TRACK (in./mm)	58.7/1,491 front; 60.2/1,529 rear
TURNING CIRCLE (ft./m)	38.4/11.7
TRUNK CAPACITY (cu ft./m ³)	13.8/0.390
COEFFICIENT OF DRAG	0.32



300TE STATION WAGON

ENGINE & DRIVETRAIN	
ENGINE TYPE	DOHC 24-valve in-line 6-cylinder
FUEL & IGNITION SYSTEMS	EFI fully electronic fuel injection and ignition with anti-choke feature
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	194.4/7,950
NET POWER (hp/kW @ rpm)	174/127 @ 5,500
NET TORQUE (lb-ft/N-m)	229/313 @ 3,750
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,400
BATTERY	12V/102 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	7.4/7.0
COOLANT CAPACITY (qts./lts)	10.0/9.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, hydro-pneumatic units that act as shock absorbers and automatic level control
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
195/65R15 91H steel-belted radial & 5.5 x 15 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	9.5
CURB WEIGHT (lb./kg)	3,520/1,595
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.3/1,431
OVERALL WIDTH (in./mm)	68.5/1,740
TRACK (in./mm)	58.7/1,491 front; 58.7/1,491 rear
TURNING CIRCLE (ft./m)	37.0/11.3
TRUNK CAPACITY (cu ft./m ³)	14.8/0.414
COEFFICIENT OF DRAG	0.34



300TE 4MATIC™ STATION WAGON

ENGINE & DRIVETRAIN	
ENGINE TYPE	SOHC in-line 6-cylinder
FUEL & IGNITION SYSTEMS	KE electro-mechanical fuel injection, electronic ignition
FUEL TYPE	
DISPLACEMENT (cu in./cm ³)	180.6/2,640
NET POWER (hp/kW @ rpm)	275/205 @ 5,700
NET TORQUE (lb-ft/N-m)	295/400 @ 3,600
COMPRESSION RATIO	10.0:1
MAXIMUM ENGINE SPEED (rpm)	6,000
BATTERY	12V/100 Ah
TRANSMISSION	4-speed automatic
REAR AXLE RATIO	2.86:1
FUEL CAPACITY (tank-reserve, gal./lts)	18.5/2.4/70.0/9.0
OIL CAPACITY (qts./lts)	8.5/8.0
COOLANT CAPACITY (qts./lts)	16.4/15.5

CHASSIS

BODY CONSTRUCTION	
FRONT SUSPENSION	Monocoque Independent damper struts with separate coil springs, triangular lower control arms with anti-dive geometry, anti-roll bar, negative-offset steering
REAR SUSPENSION	Independent multi-link geometry for anti-roll, anti-squat and alignment control, coil springs, anti-roll bar, hydro-pneumatic units that act as shock absorbers and automatic level control
STEERING	
Power assisted recirculating ball with hydraulic steering damper	
TIRES & WHEELS	
225/55ZR18 steel-belted radial & 5.5 x 18 aluminum alloy	
BRAKING SYSTEM	
2 circuit hydraulic power-assisted 4-wheel disc brakes with ventilated front discs and Antilock Braking System (ABS), foot-operated parking brake	

0-60 mph PERFORMANCE (sec)*	8.8
CURB WEIGHT (lb./kg)	3,860/1,750
WHEELBASE (in./mm)	110.2/2,800
OVERALL LENGTH (in./mm)	187.2/4,755
OVERALL HEIGHT (in./mm)	56.8/1,428 (with roof rack)
OVERALL WIDTH (in./mm)	70.7/1,796
TRACK (in./mm)	58.7/1,491 front; 60.2/1,529 rear
TURNING CIRCLE (ft./m)	38.4/11.7
TRUNK CAPACITY (cu ft./m ³)	13.8/0.390
COEFFICIENT OF DRAG	0.34



300CE COUPE

20-C 24 valve in-line 6-cylinder	
EFI fully electronic fuel injection and ignition with anti-choke feature	
Premium unleaded gasoline	
195/23/100	
210/162@3500	
228/200@3750	
15.0 l	
6.4/100	
72/161 km/h	
4 speed automatic	
2.65 l	
36.5/2.4/7000 R/L	
7.6/7.5	
30.0/79.5	

1993 FULL MODEL LINE

190 CLASS

190 E 2.3 5-passenger 4-door 4-cylinder sedan

190 E 2.6 5-passenger 4-door 6-cylinder sedan

300 CLASS

300 D 2.5 Turbo 5-passenger 4-door 5-cylinder turbodiesel sedan*

300 E 2.8 5-passenger 4-door 6-cylinder sedan

300 E 5-passenger 4-door 6-cylinder sedan

300 E 4MATIC™ 5-passenger 4-door 6-cylinder all-wheel-drive sedan

400 E 5-passenger 4-door V-8 sedan

500 E 4-passenger 4-door V-8 sedan

300 TE 5-passenger 4-door 6-cylinder station wagon

300 TE 4MATIC™ 5-passenger 4-door 6-cylinder all-wheel-drive station wagon

300 CE 4-passenger 2-door 6-cylinder coupe

300 CE Cabriolet 4-passenger 2-door 6-cylinder convertible

S-CLASS AND SL MODELS

300 SD 5-passenger 4-door 6-cylinder turbodiesel sedan*

300 SE 5-passenger 4-door 6-cylinder sedan

400 SEL 5-passenger long wheelbase 4-door V-8 sedan

500 SEL 5-passenger long wheelbase 4-door V-8 sedan

600 SEL 5-passenger long wheelbase 4-door V-12 sedan

500 SEC 4-passenger 2-door V-8 coupe

600 SEC 4-passenger 2-door V-12 coupe

300 SL 2-passenger 2-door 6-cylinder coupe/roadster

500 SL 2-passenger 2-door V-8 coupe/roadster

600 SL 2-passenger 2-door V-12 coupe/roadster

*Not available in California

Note: 1993 Model introductions will vary. Please consult your authorized Mercedes-Benz dealer for availability.



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